

12 ORA-5 KP/(PM) 53.6/54.5(33.32/33.85)
12 ORA-22 KP/(PM) 1.1/21.2(0.66/13.17)
12 ORA-55 KP/(PM) 20.5/22.0(12.71/13.70)
12 ORA-405 KP/(PM) 33.1/38.6(20.56/23.98)
12 ORA-605 KP/(PM) 0.0/1.6(0.0/1.0)
EA 071600

STATE ROUTE 22/WEST ORANGE COUNTY CONNECTION PROJECT: LOCATED BETWEEN INTERSTATE 605 AND STATE ROUTE 55 WITHIN THE JURISDICTION OF ORANGE COUNTY, AND THE CITIES OF LOS ALAMITOS, SEAL BEACH, GARDEN GROVE, WESTMINSTER, SANTA ANA, ORANGE, AND TUSTIN, STATE OF CALIFORNIA

**FINAL ENVIRONMENTAL IMPACT STATEMENT /
ENVIRONMENTAL IMPACT REPORT
and
FINAL 4(f) EVALUATION**

SUBMITTED PURSUANT TO:

**California Environmental Quality Act (Division 13, Public Resources Code) and
National Environmental Policy Act; 42 U.S.C. 4332(2)(C)
Section 4(f); 49 U.S.C. 303**

U.S. Department of Transportation – Federal Highway Administration;

State of California – Department of Transportation; and


**California Transportation Commission (CTC)
(Responsible Agency Under CEQA)**

**Orange County Transportation Authority
(Responsible Agency Under CEQA)**

3-26-03
DATE


for GARY HAMBY
Division Administrator
Federal Highway Administration

3-12-03
DATE


CINDY QUON
District Director, District 12
California Department of Transportation

The following persons may be contacted for additional information:

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ABSTRACT: State Route 22 (SR-22) is one of two east/west freeways in Orange County, connecting five major freeways: Interstate 605 (I-605), Interstate 405 (I-405), Interstate 5 (I-5), State Route 57 (SR-57), and State Route 55 (SR-55). The purpose of the proposed SR-22/West Orange County Connection project is to improve mobility and enhance safety within the corridor, while minimizing environmental and economic impacts. Under existing conditions, SR-22 does not meet the capacity needs of the area. To provide a higher level of operation for existing and anticipated traffic volumes, the alternatives for the proposed SR-22/West Orange County Connection improvements include incorporating up-to-date technological traffic control systems, enhancing interchanges and ramp configurations, improving auxiliary highway lanes and adjacent arterials, providing high-occupancy-vehicle (HOV) lanes and allowing additional travel mode choices. The alternatives studied in the Draft EIR/EIS included the No Build, TSM/Expanded Bus Service, Reduced Build, and Full Build. The alternatives studied in this Final EIS/EIR include the (Enhanced) Reduced Build, No Build, TSM/Expanded Bus Service, and Full Build. The identified Preferred Alternative is the (Enhanced) Reduced Build Alternative. Potential impacts include those related to cultural and biological resources, community cohesion, residential and non-residential displacements, transportation and circulation, noise, parks, and visual resources. Comments should be sent to Leslie Manderscheid at the address shown above by